



AUSTIN

DELIVERY

VANS

AUSTIN DELIVERY VANS

THE AUSTIN MOTOR CO. LTD.
LONGBRIDGE WORKS
BIRMINGHAM

Telephones :
Priority 2101-2120.

Telegrams :
"Speedily, Northfield."
Code : Bentley's.

DEPENDABLE SERVICE

THE light fast motor delivery van now governs the pace of goods delivery. The transport of goods has been "speeded-up," and the time required to transfer orders or purchases from the shop to the purchaser's residence is about half what it was a very few years ago. Along with this very desirable saving of time, the necessary labour has also been reduced in about the same terms.

The capacity of these light vehicles is surprisingly extensive, and their adaptability to the individual requirements of any business a strong recommendation.

The actual running costs show a marked reduction in expense over other methods of delivery.

Austin dependability adds a weighty reason for the choice of Austin vans. Trustworthy and reliable, they will do their work efficiently day in, day out, in all weathers.

THE RANGE OF AUSTIN DELIVERY VANS

The **SEVEN** The **TWELVE FOUR**
The **TEN FOUR** The **TWELVE SIX**

PRICES

The 'SEVEN' Tax £10
Weight carrying capacity 5 cwt. + driver
Brake Horse Power - - - 12.
PRICE, in Grey Priming **£112.10**
(At Works)

Painted in one of four standard colours: Red, Blue, Green or Yellow, £3 10s. extra. Other colours, £5. extra.

The 'Light 12-4' Tax £15
Weight carrying capacity 7-10 cwt. + driver
Brake Horse Power - - - 26
PRICE, in Grey Priming **£172.10**
(At Works)

Painted in one of four standard colours: Red, Blue, Green or Yellow, £5 extra. Other colours, £10 extra.

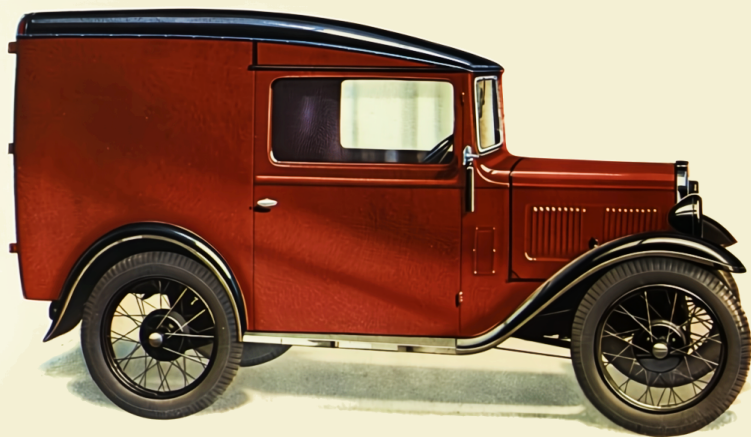
The 'TEN FOUR' Tax £15
Weight carrying capacity 6-8 cwt. + driver
Brake Horse Power - - - 20
PRICE, in Grey Priming **£148**
(At Works)

Painted in one of four standard colours: Red, Blue, Green or Yellow, £4 5s. extra. Other colours, £7 10s. extra.

The 'Light 12-6' Tax £15.
Weight carrying capacity 7-10 cwt. + driver
Brake Horse Power - - - 26
PRICE, in Grey Priming **£190**
(At Works)

Painted in one of four standard colours: Red, Blue, Green or Yellow, £5 extra. Other colours, £10 extra.

THE AUSTIN 'SEVEN'



Exterior Dimensions

Length	-	10 ft. 1 in.
Width	-	4 ft. 5 in.
Height	-	5 ft. 8 in.
Height of floor level from ground	-	2 ft. 1 in.
Total capacity	-	51½ cu. ft.
Capacity behind driver	-	42½ cu. ft.

Finished in bright colours, with an attractively written advertisement displayed on panels and doors, the van is a first class travelling advertisement for the up-to-date tradesman. Fittings to suit the special requirements for particular businesses, quoted for without charge.



The roomy interior of the Austin 'Seven' Van

INTERIOR DIMENSIONS

Length	-	3 ft. 4½ in.
Width	-	3 ft. 11 in.
Height	-	3 ft. 3 in.
Width between wheel arches	-	2 ft. 11 in.
Width of door opening	-	3 ft. 9 in.

All doors can be locked.

THE AUSTIN 'SEVEN' VAN

is eminently suitable for the following Businesses:

THE BAKER

Bakers and Confectioners use the Seven Van extensively. It will accommodate 120 quarters (mixed cottage and tin).

THE FISHMONGER

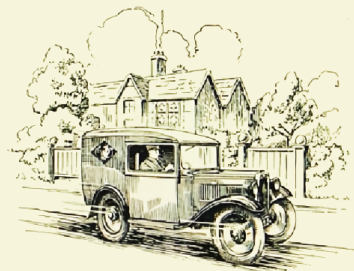
Fishmongers and Poulterers find the Seven Van extremely convenient. The shelves and floor spaces are easily reached.

THE DAIRYMAN

Dairymen can carry three 12 gallon churns and one pail, or ten crates of milk.



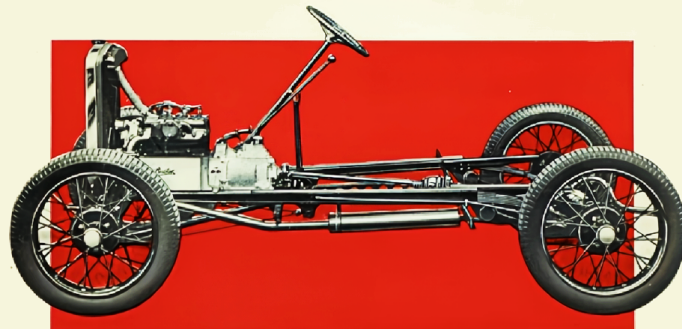
THE AUSTIN 'SEVEN'



Handy, with a quickly responsive engine, the Seven Van threads its way easily and quickly through traffic.

The wide door opening and the low floor both contribute to the ease with which the car is loaded, and facilitate the removal of any particular parcel for delivery.

The driver is most conveniently placed for his work, comfortably protected against bad weather, has good visibility, and perfect control of the easiest car to drive on the road.



The AUSTIN
SEVEN
FOUR CYLINDER

ENGINE. 4-cylinder, water-cooled, detachable head. Bore, 2.2 in. (56 mm.); stroke, 3 in. (76 mm.). Total capacity, 45.6 cub. in. (747.5 c.c.); R.A.C. rating, 7.8; b.h.p. 12 at 2,600 r.p.m. The larger and stronger crankshaft has roller bearings. The pistons are of low expansion aluminium alloy.

FUEL SUPPLY. The tank has a capacity of 5 gallons (22 litres). A contents gauge is included on the instrument board.

IGNITION. By coil and battery.

COOLING. By Thermo-Syphon and fan.

LUBRICATION. Engine lubrication is by means of a vane pump. Chassis lubrication is by grease gun.

CHASSIS. Patented design.

TRANSMISSION. Power is transmitted by means of a single plate clutch which is very light in operation. The gearbox has four speeds forward and a reverse. The ratios of engine to road wheels are: 1st speed, 23.32 to 1; 2nd, 14.38 to 1; 3rd, 9.05 to 1; top, 5.25 to 1. Gear changes are easily effected by a lever mounted centrally and convenient to the driver's hand. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, with differential and torque tube.

BRAKES. The brakes are applied to all four wheels by either the hand lever or pedal. Adjustments are readily carried out and all parts are accessible.

STEERING. The light and responsive steering is of the worm and worm wheel type, with provision for taking up wear. Over the steer-

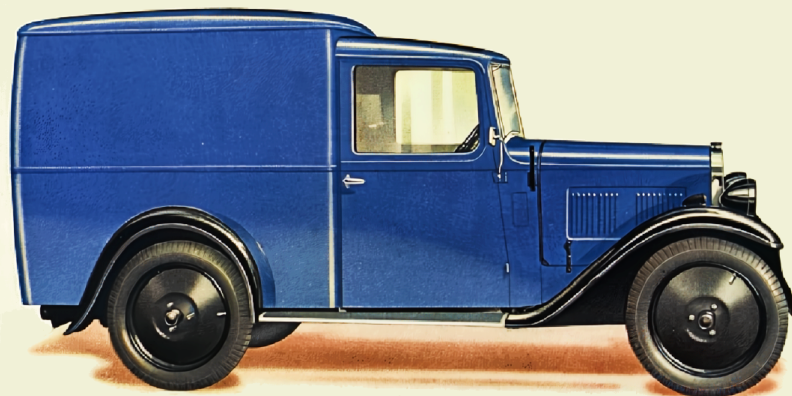
ing wheel are the gas and ignition control levers and horn switch. Dip-and-switch control for head lights on steering column.

SUSPENSION. Semi-elliptic transverse spring in front; those at the rear are quarter-elliptic. Shock absorbers front and rear.

WHEELS AND TYRES. Tyres are 4.00—19 Dunlop, and the wheels are of special wire type. The wheel centres are of stainless steel.

EQUIPMENT. 6-volt electric lighting and starting with hand starter switch. Dip-and-switch head lamps, combined "stop" and tail lamp, direction indicators, windscreen wiper, driving mirror, carburettor air strangler, electric petrol gauge, speedometer, electric horn, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments. Triplex glass throughout.

AUSTIN 'TEN-FOUR'



Exterior Dimensions

Length	- 11 ft. 11 in.
Width	- 4 ft. 5½ in.
Height	- 5 ft. 9½ in.
Height of floor level from ground	- 1 ft. 10½ in.
Cubic capacity	63 cu. ft.

Decorative colour schemes, attractive lettering and effective advertisements are designed and produced at reasonable cost by a special staff. Estimates supplied free.



The roomy interior of the Austin 'Ten-Four' Van

INTERIOR DIMENSIONS

Length	- 4 ft. 9 in.
Width	- 4 ft. 1 in.
Height	- 3 ft. 8 in.
Width between wheel arches	- 3 ft. 0 in.
Width of door opening	- 3 ft. 7 in.
All doors can be locked.	

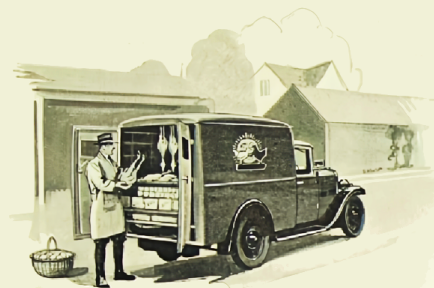
THE AUSTIN 'TEN-FOUR' VAN

Is eminently suitable for the following businesses:

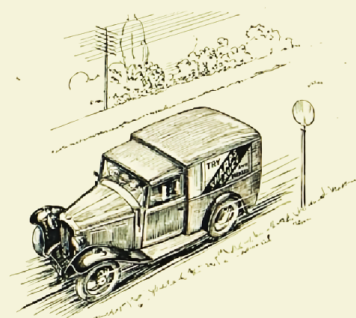
GROCERS - Grocers appreciate the convenience of clean, neat accommodation for parcels easily stowed and as easily reached for delivery.

CONFECTIONERS - Confectioners for the same reasons favour the light van that carries fragile goods without damage.

DEALERS - Dealers in butter, eggs, poultry and choice fruits, delivering direct from farm to consumer use the light motor vans to advantage.



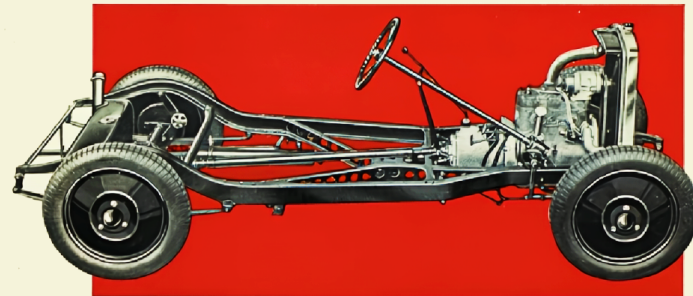
AUSTIN 'TEN-FOUR'



Efficient brakes, easy steering, good visibility, a comfortable driving seat, and perfect protection from stormy weather are some of the attributes of this model.



The Ten-Four Van embodies Austin dependability with economy of operation. These are important points, because they are qualities not covered by first cost alone. The Ten-Four Van is sturdy in construction, with a well proved engine, silent running and a four speed gearbox.



The AUSTIN
TEN-FOUR
FOUR CYLINDER

ENGINE. 4-cylinder monobloc; bore, 2.4995 in. (63.5 mm.); stroke, 3.5 in. (89 mm.). Total capacity, 1125 c.c.; R.A.C. rating, 9.9 h.p.; b.h.p. at 2,600 r.p.m., 20. The cylinder head is detachable and the valves are all on the near side. Induction and exhaust manifolds are mounted to provide a hot-spot. The crankshaft is carried on three bearings of ample diameter. Pistons are of special low expansion aluminium alloy.

FUEL SYSTEM. The tank at the rear, has a capacity of 6 gallons (27 litres). The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION. By battery and coil, the distributor is easily accessible and incorporates an automatic advance and retard mechanism.

COOLING. By Thermo-Syphon and fan.

LUBRICATION. By means of a gear wheel pump, in accordance with Austin practice,

forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS. Strong, cross braced frame.

TRANSMISSION. The clutch is of the single-plate type. The gearbox has four speeds forward and a reverse. It forms one unit with the engine, and the whole is suspended at three points and power insulated. The ratios of engine to road wheels are: 20.7, 12.8, 8, and 5.25 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES. Direct coupled four wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING. Steering of the worm and worm wheel type, with provision for taking

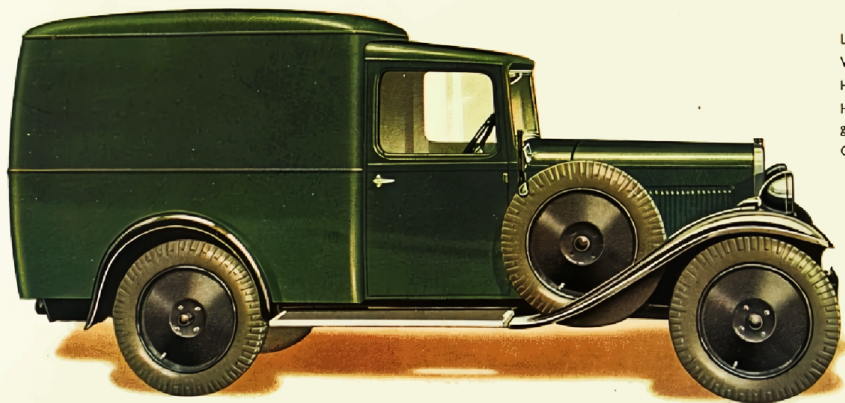
forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

SUSPENSION. Road springs are semi-elliptic and mounted with non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of van.

WHEELS AND TYRES. Disc wheels, with Dunlop 4.50 x 18 in. tyres, spare wheel carried in enclosed locker under floor at rear.

EQUIPMENT. 12-volt electric starting with hand switch on fascia board, dipping beam headlamps, direction indicators, combined carburettor air strangler and throttle control, clock, petrol gauge, speedometer, electric horn, driving mirror, licence holder, electric screen wiper, spare wheel and tyre, and shock absorbers. The tools are securely and neatly stowed in special compartments. Triplex glass throughout.

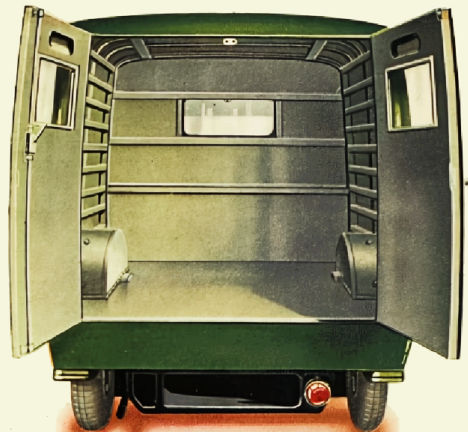
AUSTIN 'LIGHT TWELVE-FOUR'



Exterior Dimensions

Length - 13 ft. 2½ in.
 Width - 5 ft. 0 in.
 Height - 6 ft. 1½ in.
 Height of floor level from ground - 1 ft. 10¾ in.
 Cubic capacity - 88 cu. ft.

This is a splendid example of a light delivery van with a powerful, quickly responsive engine, a four speed gearbox, with silent running constant mesh gears. Powerful four wheel brakes, and locks to all doors.



The roomy interior of the 'Light Twelve-Four' Van

INTERIOR DIMENSIONS

Length - 5 ft. 6 in.
 Width - 4 ft. 8 in.
 Height - 3 ft. 11 in.
 Width between wheel arches - 3 ft. 5 in.
 Width of door opening - 3 ft. 11½ in.

The partition behind the driver can be easily removed by withdrawing six screws.
 All doors can be locked.

THE AUSTIN 'LIGHT TWELVE-FOUR' VAN

Is eminently suitable for the following businesses:

WHOLESALE TOBACCONIST

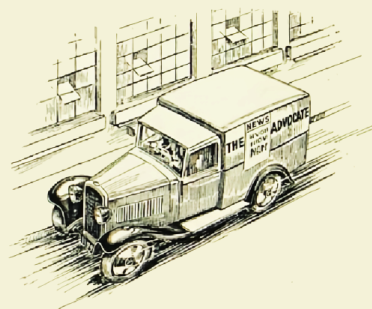
Wholesale Tobacconists use the Twelve-Four Van because it will carry a useful load in perfect condition and cover a wide area in good time at little expense.

WHOLESALE NEWSAGENTS

Wholesale Newsagents find this type of van suit their requirements splendidly. Periodicals, magazines and newspapers are delivered rapidly and unsold in transit.

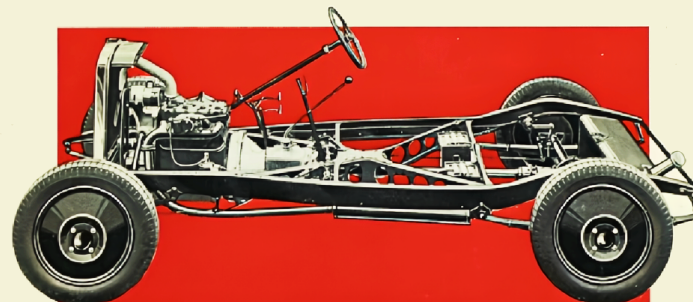


AUSTIN 'LIGHT TWELVE-FOUR'



Rapid, reliable delivery, always against time, is essential for newspaper work. Whether it is a question of catching trains or supplying outlying districts the Twelve - four van solves these difficulties.

Besides being a well tried and successful delivery van, the Light Twelve-Four is an admirable travellers' van, where large numbers of samples can be accommodated in a manner which enables the business representative to take them out for exhibition, and return them to be carried safely and free from damage. Particularly suitable for ladies' outfitters, costumiers, and other similar trades.



The AUSTIN
LIGHT
TWELVE-FOUR
FOUR CYLINDER

ENGINE. 4-cylinder monobloc; bore, 2.73 in. (69.3 mm.); stroke, 4 in. (101.6 mm.). Total capacity, 1535 c.c.; R.A.C. rating, 11.9 h.p.; b.h.p. at 2,600 r.p.m., 26. The cylinder head is detachable and the valves are all on the left-hand side. Induction and exhaust manifolds are mounted to provide a hot-spot. The crankshaft is carried on three bearings of ample diameter. Pistons are of special low expansion aluminium alloy.

PETROL TANK AND FILLER. The tank has a capacity of 8 gallons (36 litres). The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION. By battery and coil, the distributor is easily accessible and incorporates an automatic advance and retard mechanism.

COOLING. By Thermo-Syphon and fan.

LUBRICATION. By means of a gear wheel pump, in accordance with Austin practice,

forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS. Strong, cross braced frame.

TRANSMISSION. The clutch is of the single-plate type. The gearbox has four speeds forward, and a reverse. It forms one unit with the engine, and the whole is suspended at three points. The ratios of engine to road wheels are: 20.8, 13.4, 8.6, and 5.5 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type. The wheels are carried on ball bearings.

BRAKES. Large and powerful four wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING. Steering of the worm and

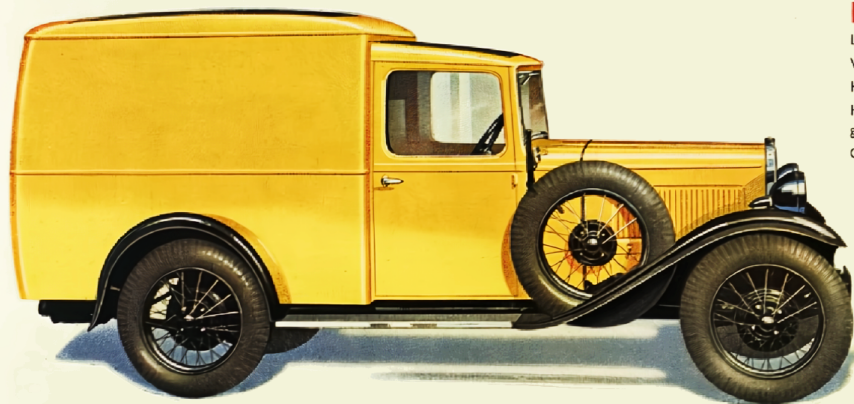
worm wheel type, with provision for taking up wear. Over the steering wheel are the electric horn button and the finger control lever of the dip and switch mechanism for the headlamps. On the column is the switch for the direction indicators.

SUSPENSION. Road springs are semi-elliptic and interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Hydraulic shock absorbers front and rear.

WHEELS AND TYRES. 19 inch disc wheels, with Dunlop Fort 5.00 in. tyres.

EQUIPMENT. 12 volt electric starting with hand switch on fascia board, magnetically operated dip and switch headlamps, direction indicators, windscreen wiper, driving mirror, carburettor air strangler, clock, petrol gauge, speedometer, stop and tail lamp, spare wheel and tyre, and electric horn. The tools are securely and neatly stowed in special compartments. Triplex glass throughout.

AUSTIN 'LIGHT TWELVE-SIX'



Exterior Dimensions

Length - 13 ft. 2½ in.
 Width - 5 ft. 0 in.
 Height - 6 ft. 1½ in.
 Height of floor level from ground - 1 ft. 10¾ in.
 Cubic capacity 88 cu. ft.

Suitable for almost any trader's requirements, with a specially designed chassis which gives the most suitable form of support for the load. It is designed to give the maximum space and the platform is wider than in any other van of similar carrying capacity.



The roomy interior of the 'Light Twelve-Six' Van

INTERIOR DIMENSIONS

Length - 5 ft. 6 in.
 Width - 4 ft. 8 in.
 Height - 3 ft. 11 in.
 Width between wheel arches - 3 ft. 5 in.
 Width of door opening - 3 ft. 11½ in.

The partition behind the driver can be easily removed by withdrawing six screws.
 All doors can be locked.

THE AUSTIN 'LIGHT TWELVE-SIX' VAN

Is eminently suitable for the following businesses:

MANUFACTURERS OF SPECIALTIES

Manufacturers of specialties distributed and sold throughout the kingdom have fleets of Austin Light Twelve-Six vans working from headquarters.

They find this manner of doing business gives them a tremendous advantage over the ancient method of solicitation of orders and despatch of goods by rail. The order for the goods and their delivery to the retailer is now simultaneous.

Moreover the van bears a striking advertisement of the goods it carries, and serves two good purposes at one cost.



AUSTIN 'LIGHT TWELVE-SIX'

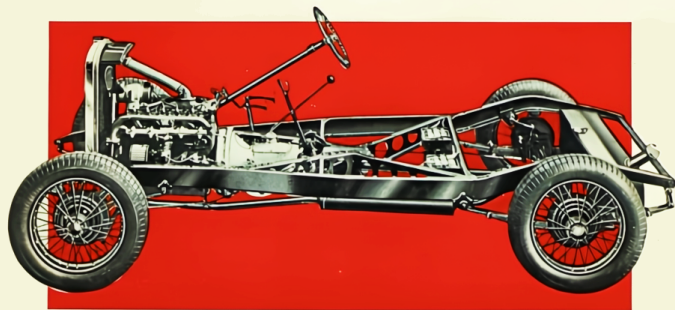


Large business corporations whose activities extend over a wide area find they can render prompt service by means of a fast vehicle, equipped and staffed for that purpose. Gas, electricity and similar undertakings use Austin vans profitably.

The Twelve-Six Van has a particularly smooth running, powerful six-cylinder engine, that is capable of a very satisfactory turn of speed, and a good performer under full load.

The four speed gearbox has constant mesh gears to ensure silent running.

There are efficient four wheel brakes, easy steering, good visibility and weatherproof comfort for the driver.



The AUSTIN
LIGHT
TWELVE-SIX
SIX CYLINDER

ENGINE. 6-cylinder monobloc; bore, 2.410 in. (61.25 mm.); stroke, 3.335 in. (84.63 mm.). Total capacity, 1496 c.c.; R.A.C. rating, 13.956 h.p.; b.h.p. at 2,600 r.p.m., 26. The cylinder head is detachable and the valves are all on the left-hand side. Induction and exhaust manifolds are mounted to provide a hot-spot. The crankshaft is carried on four bearings of ample diameter. Pistons are of special low expansion aluminium alloy.

PETROL TANK AND FILLER. The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the induction board.

IGNITION. By battery and coil, the distributor is easily accessible and incorporates an automatic advance and retard mechanism.

COOLING. By Thermo-Syphon and fan.

LUBRICATION. By means of a gear wheel pump, in accordance with Austin practice,

forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS. Strong, cross braced frame.

TRANSMISSION. The clutch is of the single-plate type. The gearbox has four speeds forward and a reverse. It forms one unit with the engine, and the whole is suspended at four points. The ratios of engine to road wheels are: 25, 16.12, 10.4 and 6.5 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES. Four wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING. Steering of the worm and

worm wheel type, with provision for taking up wear. Over the steering wheel are the electric horn button and the finger control lever of the dip and switch mechanism for the headlamps. On the column is the switch for the direction indicators.

SUSPENSION. Road springs are semi-elliptic and interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

WHEELS AND TYRES. Wire wheels, with Dunlop Fort 5.00—19 in. tyres.

EQUIPMENT. 12 volt electric starting with hand switch on fascia board, magnetically operated dip and switch headlamps, direction indicators, windscreen wiper, driving mirror, carburettor air strangler, air cleaner, clock, petrol gauge, speedometer, stop and tail lamp, spare wheel and tyre, and electric horn. The tools are securely and neatly stowed in special compartments. Triplex glass throughout.

USERS OF AUSTIN VANS

Below is a list of some of the well-known progressive firms who have installed fleets of our vans:

Messrs. Ever Ready, Ltd.	Messrs. Arthur Pearson, Ltd.	"The Leicester Mercury."
Messrs. Nobbys Malt Extract, Ltd.	Messrs. Simpsons, Ltd., Birmingham	Messrs. Ossicade, Ltd., Bolton.
"The Birmingham Post."	Messrs. The Vacuum Oil Co., Ltd.	Messrs. Sparling Cut, Ltd.
"The Bristol Evening World."	Messrs. Louis Goldberg, Ltd.	Messrs. J. Lyons & Co., Ltd.
"The Star."	Messrs. B.T.H. Ltd.	Messrs. No-Delay Cleaners, Ltd.
Messrs. Burdall's Ltd.	Messrs. Weldon's Publications.	Messrs. Sheldons, Ltd., Birmingham.
Messrs. Shell & B.P.	Messrs. Silcocks Radio Service, Ltd.	Messrs. Smiths' Potato Crisps, Ltd.
Messrs. Lever Bros., Ltd.	Messrs. Fleet Deliveries, Ltd.	Messrs. Cridland & Company, Ltd.
Messrs. Carreras Limited.	Messrs. Initial Carrier Company Ltd.	Messrs. Andrews & Sons, Ltd.
Messrs. Dunlop Company Ltd.	Messrs. Hercules Cycle Company Ltd.	Messrs. J. Robinson & Sons, Ltd.
Messrs. S. Smith & Sons, Ltd.	Messrs. Bibbys Ltd.	Messrs. J. Prosser & Co., Ltd.
Messrs. The National Cash Register Company, Ltd.		Messrs. Bourne & Hollingsworth, Ltd.
The London & North Eastern Railway.		Messrs. Geo. Newnes, Ltd. (Strand Magazine).
Messrs. William Hollins, Ltd., (Vyella).		Messrs. Absalom, Crocker & Company, Ltd.
The Co-operative Wholesale Society, Manchester.		Messrs. Astley Dye & Chemical Company, Ltd.

EXAMPLES OF THE ADAPTABILITY OF AUSTIN VANS TO ANY BUSINESS



AN
Austin
VAN

IS A PROFITABLE INVESTMENT

WHAT USERS THINK

From one of the best known Sauce Manufacturers.

..... Adapted as a window display van we are extremely pleased with its appearance and think the body lines of the vehicle lend themselves particularly to uses of this character, where something distinctive is aimed at. We have now three of these advertising vans touring in various parts of the country and think their success will be sufficiently proved to lead us to extend this form of advertising.

From Fish, Game and Poultry Purveyors.

We have just ordered six more Austin Vans, but cannot let this opportunity pass without telling you how much we appreciate the Austin Seven. We have now been running your vans for a good many years and must say we have had 100% satisfaction in both cars and service.

The managing editor of a widely circulated newspaper writes—

We have found, for commercial purposes, there is nothing to rival the Austin range of chassis. Our fleet comprises 20, 12 and 7 h.p. vans and their mileage each week is 3,000 for 20, 13,000 for 12 and 7,000 for 7 h.p. It is now nearing their third year of service and up to date the total miles covered is 2,000,000 which is really a wonderful record. The maintenance costs have been very small they are never off the road for more than a few hours.

Petrol consumption is another good point Oil consumption is very low We can honestly say that we do not consider there is any other make of car that would stand up to the work that Austin have done for us.

The originals of these testimonials can be seen at our offices, Longbridge, Birmingham.

A Dairyman writes—

I have two of your 7 h.p. vans in use, one with which I have done approximately 13,000 miles. It will do about 54 miles to the gallon on a straight run, and about 42 to the gallon, stopping and starting while on milk delivery.

As for oil, I never need put in between refuelling, which I do about every 2,000 miles—I am more than pleased with both of them, as the running cost is low.

A Purveyor of Meat, Poultry and Game says—

I have two Austin 7 h.p. vans and as a business proposition for light and quick delivery, it is the best I have struck. They average with my trade 200 miles weekly, and my average weekly expense is 10/- per car which is cheaper than bicycle. They are washed every day, look spick and span and fit to drive up to any residence in Bournemouth.

The Manufacturers of famous Weighing Machines say—

We are now using ten delivery vans apart from other Austin Seven models in use by our Salesmen. The first two vans were bought about two years ago and one was only recently traded out after doing over 50,000 miles with success. The other has done a similar mileage and is still excellent for a lot more.

Our opinion is that the 7 h.p. chassis of your make is the finest vehicle made in this country.

MANUFACTURER'S WARRANTY

THE goods manufactured by the Austin Motor Company Limited (hereinafter called "the Company") are supplied with the following express Warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law Statute or otherwise, that is to say:—

In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned to the Company's Works carriage paid within 6 months from the date when the goods are delivered new to the retail customer, the Company undertakes to examine same and should any fault due to defective materials or workmanship be found on examination by the Company it will repair the defective part or supply free of charge a new part in place thereof. This Warranty is limited to the delivery to the purchaser free at the Company's Works of the part or parts whether new or repaired in exchange for those acknowledged by the Company to be defective.

The Company gives no warranty of the goods except as herein stated, but desires and expects that customers shall make a thorough examination before purchasing. Persons dealing in the Company's goods are in no way the legal Agents of the Company and have no right or authority to assume any obligation on its behalf express or implied or to bind it in any way.

For the purpose of this Warranty the term "goods" means and includes new cars or vans or chassis or parts thereof including replacement parts manufactured by the Company. It does not include tyres speedometers or Electrical Equipment or other proprietary articles or goods (including coachwork) not of the Company's own manufacture although supplied by the Company. Proprietary articles are covered by the warranty (if any) given by the separate manufacturers. On second-hand goods no warranty is given by the Company or is to be implied.

The Company's responsibility is limited to the terms of this Warranty and it shall not be answerable for personal injuries or

consequential or resulting liability damage or loss arising from any defects. This Warranty shall not apply to defects caused by motor racing wear and tear misuse or neglect or to the defects in any goods which have been altered outside the Company's Works or which have been let out on hire or the identification numbers or marks on which have been altered or removed.

This Warranty is dependent upon the strict observance by the Purchaser of the following provisions:—

The Purchaser shall at the time of purchase personally sign the form supplied by the Company and register his name address date of purchase price paid and car and chassis numbers and name and address of Seller with the Company and shall obtain from the Company a signed copy of this Warranty and shall produce same to the Company's representative for inspection in case of any claim being made. This Warranty shall not be assigned or transferred to anyone unless the Company's consent in writing has first been obtained.

The Purchaser shall send to the Company's Works such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the Purchaser and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the Purchaser and with the car and chassis numbers of the vehicle from which the said part or parts were taken.

The Purchaser shall post to the Company at its Works on or before despatch of such part or parts alleged to be defective a full and complete description of the claim and the reasons therefor.

The judgment of the Company in all cases of claims shall be final and conclusive and the Purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision the part or parts submitted may be scrapped or returned carriage forward by the Company.

TERMS OF BUSINESS

TERMS OF BUSINESS.—The Company reserves the right to vary the list prices at any time for any reason whatsoever. Should the price be increased prior to delivery, the client has the option of cancelling the order within seven days after being notified of such increase, and of calling for the return of his deposit, which shall be accepted in satisfaction of all claims.

DELIVERY.—At the Company's Works, Longbridge, Birmingham. The Company will not be responsible for any delays in connection with the manufacture or delivery of any products listed herein, if such delays are caused by scarcity of labour or material, strikes, lockouts or any cause over which the Company has no control.

ALTERATIONS IN DESIGNS AND EQUIPMENT.—The Company reserves the right, on the sale of any car, to make, before delivery, without notice, any alteration to, or departure from, the specification, designs or equipment detailed in this catalogue.

Triplex glass will be generally fitted, but the Company, if supplies are not available, will substitute other approved glass. Cars for export have "Triplex Toughened" glass.

DEPOSIT.—A deposit of £25 to accompany the order for each car or chassis, and the balance of the purchase money becomes payable on delivery of goods.

THE AUSTIN MOTOR CO., LTD.

LONGBRIDGE - - BIRMINGHAM.

Telephones : - - - Priority 2101-2120.
Telegrams : "Speedily, Northfield." Code : Bentley's.

479-483, OXFORD STREET, LONDON, W.I.

(NEAR MARBLE ARCH)

Telegrams : "Austinette, Wesdo, London." Telephone : Mayfair 7620-7638.

and at

HOLLAND PARK HALL, HOLLAND PARK AVENUE,
LONDON, W.II.

